

# The China Mail.

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HONGKONG, FRIDAY, DECEMBER 9, 1887.

日五十月十年亥丁

Price, \$2 PER MONTH.

## AGENTS FOR THE CHINA MAIL

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. 4. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTH, Ludgate Circus, E.C. 4. HENDY & Co., 37, Walbrook, E.C. 4. SAMUEL DRAGON & Co., 180 & 184, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C. 4. PARIS AND ST. LOUIS.—ANDRÉ PRINCE & Co., 36, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Melbourne and Sydney. OCEYON.—W. M. SMITH & Co., THE APOTHECARIUS Co., Colombo. SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. C. HENDERSON & Co., Malacca. CHINA.—MORSE, F. A. DE CHUTE, Swatow, QUEEN & Co., Amoy, N. MOALL, Foochow, HEDGE & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co., and KELLY & WALSH.

## Banks.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £7,500,000  
RESERVE FUND, £3,900,000  
RESERVE LIABILITY OF PRO., £7,500,000  
PREMISES, £7,500,000

GOVERNOR OF DIRECTORS  
Chairman—C. D. BENTLEY, Esq.  
Deputy Chairman—Hon. J. BELL IRELAND, Esq.  
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J. S. MOSES, Esq.  
Hon. F. D. SASSOON, Esq.

CHIEF MANAGERS.  
Hongkong, THOMAS JACKSON, Esq.  
Shanghai, EWEN CAMERON, Esq.  
LONDON BANKERS—London and County Bank.

### HONGKONG.

INTEREST ALLOWED.  
(1) Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.  
On Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 " " " "  
" 12 " 5 " " " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts granted on London, and the chief Commercial ports in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.  
Hongkong, September 20, 1887. 363

## NOTICE

### RULES OF THE HONGKONG SAVINGS BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- 2.—Sums less than \$1. or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
- 3.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, and at the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings Bank Business* forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the  
HONGKONG AND SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, September 1, 1887. 754

## Intimations.

### THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels DISCHARGING BOMBAY COTTON and COTTON YARN at the Kowloon Wharves will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per bale per month will be charged.

ISAAC HUGHES, Secretary.  
Hongkong, November 7, 1887. 2148

## NOTIFICATION.

IT is hereby notified that the Undersigned have received H.B.M.'s Consul at Tientsin, to DISPOSE of the WRECK of the S.S. KILLARNEY, as she now lies sunk in that Harbour, together with 3 SHIPS' BOATS belonging to her, and lying ashore there—at a Date to be fixed by the Consul, not earlier than the 20th December, 1887.

The purchase of the wreck to be subject to the terms and conditions specified by the Consul.

GIBB, LIVINGSTON & Co., Agents.  
Hongkong, December 1, 1887. 2244

## Intimations.

St. JOHN'S LODGE OF HONGKONG, No. 618, S. C.

AN Emergency MEETING of the above LODGE will be held in the FREE-MASON'S HALL, Zoland Street, THIS EVENING, the 9th Instant, at 8 for 8.30 p.m., precisely. VISITING BROTHERS are cordially invited.

Hongkong, December 9, 1887. 2376

## TO IRONWORK CONTRACTORS.

THE HONGKONG & CHINA GAS COMPANY are prepared to receive TENDERS for the RE-SHEETING of the RETORT HOUSE ROOF with Corrugated Iron-Sheets (New Sheets to be supplied by the Company) at their Works, West Point, Hongkong.

Specification may be seen and all particulars obtained upon application to the Undersigned.

Tenders to be delivered on or before SATURDAY, 17th December.

F. W. CROSS, Manager.  
Hongkong, December 5, 1887. 2370

## ROBES ET CONFECTIONS

### FRENCH DRESS-MAKER.

## MRS. C. HEYMANS,

35, WELLINGTON STREET, HONGKONG.

## THE ONLY FRENCH DRESS-MAKER IN HONGKONG.

DIPLOMA IN PARIS IN 1884.  
Hongkong, October 1, 1887. 1925

CHAS. J. GAUPP & Co.,  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.

## NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOITLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.  
RITCHIE'S LIQUID AND OTHER COMPASSES.  
ADMIRALTY & IMREY CHARTS.  
NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE.  
Christie & Co.'s ELECTRO-PLATED WARE.  
GOLD & SILVER JEWELLERY,  
in great variety.

DIAMONDS  
AND  
DIAMOND JEWELLERY.  
A Splendid Collection of the Latest LONDON PATENT, at very moderate prices. 742

## NOTICE.

THE Undersigned are SOLE AGENTS for Hongkong and Malacca for the Sale of THE MONTSEERAT LIME JUICE, AND THE MONTSEERAT LIME JUICE CORDIALS.

A. S. WATSON & Co., Ltd.  
Hongkong, May 3, 1887. 864

## P. & O. S. N. COMPANY.

### NOTICE TO PASSENGERS.

PASSENGERS can at the present time of the year engage Berths through to Europe, via Bombay, without change of steamer or increase of fare.

E. L. WOODIN, Superintendent.  
3rd December, 1887. 2353

## NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.  
Hongkong, August 25, 1885. 1458

## DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist.

(FORMERLY ARTICLED APPRENTICE AND LATTERLY ASSISTANT TO DR. ROBERTS.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROBERTS.

No. 2, DUNDRELL STREET.

## CONSULTATION FREE.

Discount to missionaries and families.

Sole Address,  
2, DUNDRELL STREET,  
(Next to the New Oriental Bank.)  
Hongkong, January 12, 1885. 66

## NOTICE.

G. E. SMITH, Agent.

NORTON & Co., Agents.

Maxine House, QUEEN'S ROAD.

Hongkong, October 1, 1887. 1918

## Business Notices.

## LANE, CRAWFORD & CO.

HAVE NOW RECEIVED THEIR NEW

## Christmas Groceries.

FRESH  
PUDDING FRUITS.  
Mincedmeat condiments.  
CANDIED PEELS.  
SPICES, &c., &c.

LANE, CRAWFORD & Co.

Hongkong, November 29, 1887. 2323

## STAG HOTEL,

QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS.

CHARGES MODERATE.

TIFFIN at 1 o'clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.

TIFFIN 50 CENTS. DINNER 75 CENTS.

WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

## Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided, and served in the spacious, large Dining Hall.

The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABEE & HING KEE, Proprietors.

Hongkong, September 16, 1885. 1612

## W. POWELL & Co.

CHEAP TOYS.

CHEAP TOYS.

CHEAP TOYS.

Latest Novelties in CHEAP TOYS.

ALL NEW GOODS.

W. POWELL & Co.

VICTORIA EXCHANGE, December 7, 1887.

(TELEPHONE 21). 2375

## ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters.

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

## NEW HATS

BLACK, DRAB, AND BROWN, HARD AND SOFT FELT HATS,

in a variety of New Shapes.

DRAB and GREY SINGLE and DOUBLE TERA HATS.

STRAW HATS,

MILITARY and FELT HELMETS, and

TWEED HATS and CAPS in Stock and made to order.

Hongkong, October 8, 1887. 1954

## Intimations.

ST. GEORGE'S BALL.

ENGLISHMEN desirous of SUBSCRIBING are hereby informed that SUBSCRIPTION LISTS are awaiting their Signatures at the following places:—

HONGKONG CLUB,  
HONGKONG DISPENSARY,  
Messrs. KELLY & WALSH,  
Messrs. LANE, CRAWFORD & Co.

ALF. WOOLLEY, Hon. Secretary.

Hongkong, December 7, 1887. 2381

## HONGKONG JOCKEY CLUB

RACE MEETING, 1888.

WEDNESDAY, THURSDAY, & FRIDAY,

the 22nd, 23rd, and 24th February.

## HONGKONG DERBY.

THE HONGKONG DERBY, a Sweepstakes of \$20 each, half forfeit if declared on or before the date of closing entries, with \$100 added for Let Pony and \$50 for 2nd. For all China Ponies born & bred in the Colony, to be run on SATURDAY, the 21st January, 1888, First Pony 70 per cent, 2nd Pony 20 per cent, and 3rd Pony 10 per cent. Weight 10st. 10lb. Distance, One Mile and a Half.

Nominations close on SATURDAY, the 17th December, 1887, addressed to the Clerk of the Course, at the Hongkong Club.

By Order, H. J. H. TRIPP, Clerk of the Course.

Hongkong, December 5, 1887. 2364

## Intimations.

J. D. KILEY, SAIL-MAKER.

TENTS, AWNINGS AND FLAGS.

No. 23, Praya Central, HONGKONG.

Hongkong, November 1, 1887. 2135

## HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

OFFICE, No. 5, QUEEN'S ROAD.

FIRE BRICKS OF SUPERIOR QUALITY FOR SALE.

PRICE, \$30 PER 1,000.

The following Testimonial has been received from F. W. CROSS, Esq., Manager, HONGKONG AND CHINA GAS COMPANY, LIMITED:—

"I have herewith much pleasure in testifying to the quality of the FIRE BRICKS made by you at your new works."

"In appearance the Brick is light and soft, and compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire Brick."

"After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes the FIRE BRICKS are used for."

"I am now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English FIRE BRICKS I have been using."

Hongkong, May 23, 1887. 981

## Auctions.

PUBLIC AUCTION OF HOUSEHOLD FURNITURE, PIANO, &c.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY,

the 10th December, 1887, at 2 p.m., at No. 1, West Terrace, the Residence of the late L. HAUSCHILD, Esq.,—

THE WHOLE OF THE HOUSEHOLD FURNITURE, comprising:—

CHRISTIANE-OVERED DRAWING-ROOM SUIT, CANTON BLACKWOOD, MARBLE and PORCELAIN-TOP TABLES, JARDINIERES, FINE ENGRAVINGS, GILT-MIRRORS, &c., &c.

COFFAGE PIANO, by JOHN BROADWOOD & SONS.

LACE CURTAINS, CARPETS, RUGS, DINING-ROOM SUIT, CROCKERY, GLASS and PLATED WARE, CUTLERY, and FENDERS and IRONS, &c., &c.

BEDROOM SUITES, comprising IRON BEDSTEADS, LADY'S WARDROBES, DAVENPORT, &c., &c., &c.

FLOWERS in Pots, &c., &c.

Catalogues will be issued previous to the Sale, and the above will be on view on Friday next.

TERMS OF SALE.—As customary.

G. R. LAMBERT, Auctioneer.

Hongkong, December 5, 1887. 2356

## Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on MONDAY,

the 19th day of December, 1887, at Noon, on Board,—

(Unless previously disposed of by Private Sale),

THE SPANISH BARQUE TERESA,

of 567 Tons Register, Copper fastened, with all her TACKLE, APPAREL and APPLIANCES, as she now lies in this Harbour.

TERMS OF SALE.—One-third of the Purchase Money to be paid on the fall of the hammer, and the Balance on completion of transfer. Vessel to be at Purchaser's risk on the fall of the hammer.

For further Particulars, apply to

J. M. ARMSTRONG, Auctioneer.

Hongkong, December 6, 1887. 2359

## IMPORTANT AUCTION NOTICE.

2,000 LOTS OF JAPANESE CURIOS AND WORKS OF ART,

suitable for CHRISTMAS and NEW YEAR'S PRESENTS, will be SOLD

WITHOUT RESERVE and knocked down to the HIGHEST BIDDER.

THE Undersigned has received instructions from

MESSRS. KURN & Co.,

(On Account of Limited Space at THEIR ART GALLERY, opposite the HONGKONG HOTEL),

TO SELL BY PUBLIC AUCTION,

On TUESDAY, the 20th Dec.,

WEDNESDAY, " 21st "

THURSDAY, " 22nd "

Commencing each day at 2 P.M., at his Sales Rooms, Duddell Street,—

A GREAT VARIETY OF JAPANESE CURIOS

in all its branches, comprising:—

Bronzed and Embroidered SILES, IVORIES, LACQUERS, BRONZES, CLOISONNE, SATSUMA and OTHER PORCELAINS, COMPLETE SUITS of ARMOUR, SWORDS, HARI-KIRI DAGGERS, PHOTO ALBUMS, CABINETS, TABLES, CABINET ORNAMENTS, BRONZE JEWELRY in great variety, KAKEMONOS, SCREENS, SILE JACKET, DRESSING GOWNS and QUILTS, &c., &c., &c.

SPECIAL ATTENTION is called to the GRAND COLLECTION of ANCIENT TEMPLE and other TABLEAUX, many of which can not be replaced, and it will afford a most favorable opportunity to Collectors to secure Specimens of the Old Paintings of Japan, of which even at present very few duplicates exist out of Japan.

Catalogues will be issued previous to the Sale, and the Collection will be on view on Monday, the 19th December.

TERMS OF SALE.—As customary.

G. R. LAMBERT, Auctioneer.

Hongkong, December 6, 1887. 2371

## Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on WEDNESDAY,

the 28th December, 1887, at Noon, on Board,—

THE BRITISH STEAMER TROZEL,

of 1,436 Tons Gross, 922 Tons Net Register, and 170 H.P., with all her TACKLE, APPAREL and APPLIANCES, as she now lies in this Harbour.

TERMS OF SALE.—One-third of the Purchase Money to be paid on fall of hammer, and the Remainder on completion of transfer; the Steamer to be at Purchaser's risk from time of Sale.

STEAM LAUNCH will leave Paddar's Wharf at 11.30 a.m., on day of Sale.

For further Particulars, apply to

Messrs. ADAMSON, BELL & Co., or the Undersigned,

G. R. LAMBERT, Auctioneer.

Hongkong, December 5, 1887. 2368

## Auctions.

PUBLIC AUCTION. THE Undersigned has received instructions to Sell by Public Auction, on MONDAY,

the 12th December, 1887, at 2 p.m., at his Sales Rooms, Queen's Road,—

AN ASSORTMENT OF JAPANESE WARE,

comprising:—

SATSUMA, KANSA, IMARI, KIOTO, and TOKIO VASES, JARS, BOWLS, INCENSE BURNERS, TEA and COFFEE SETS, EGG-SHELL WARE, ENAMELLED WARE,







It will be a great misfortune to this Colony if the object aimed at by the Governor, in appointing a Commission to inquire into complaints regarding sanitary matters, should be frustrated, by petty jealousies. A general belief is being entertained that the composition of the Commission is such as will not meet with the hearty approval of the public. A Medical Commission, as we have endeavored to point out, is not the body best fitted to comprehend evidence affecting the construction and ventilation of drains, and the members of such a Commission will be quite at sea unless aided by men who thoroughly understand the practical bearings of the case. The medical gentlemen spoken of are—Dr. Ayres, Manson, Jordan, Young, and Gantle, an officer from the Army Medical Department (probably Dr. Yarr), and a doctor in the Naval Department. It is generally understood that Deputy Surgeon General Lower (who has had exceptional experience in such work) has declined to serve, unless last one civil engineer be nominated on the Commission—a position which we have already explained to be eminently sensible. The leading unofficial civil engineer at present in the Colony, who unfortunately had some little difference with the Surveyor General, is apparently regarded as a personage likely to introduce personal feeling into the inquiry, and it is reported that, on this ground, his services are to be dispensed with. Why this should be the case—either that any shadow of a bitterness of feeling should be allowed to enter into the question, or that Mr. Danby should be left out because he is likely to make things hot—is not a little puzzling to the community. Surely the object aimed at and the serious grievance to be remedied are sufficiently important to exclude all such petty notions. Both Dr. Lower and Mr. Danby possess experience which peculiarly fit them for such a duty as that set before this Commission to perform; and yet it is said these gentlemen are to be excluded, partly because they have put their names to the Letter of Complaint, and partly because they are understood to have freely expressed their opinions regarding the state of the sewers. It is in every way most deeply to be regretted that the success of what we believe to be an honest attempt on the part of the Governor to solve this difficult problem should be endangered by such mistaken ideas. We earnestly trust that the rumours now in circulation are not altogether correct, because the gravity of the situation is such that any tampering or trifling with the proposed inquiry would be in the highest degree unwise. Certain it is, that a Commission such as that now spoken of will not meet the requirements of the case, and cannot possibly satisfy the public.

A CORRESPONDENT in Formosa calls our attention to the condition of the graves of the Frenchmen who died either of their wounds or from disease, and were buried at Kelung. He says some of them have been desecrated, and are now almost an eyesore to foreign visitors. We trust that the proper authorities will for the preservation of these graves take steps worthy of the great nation to which the dead belonged and the dignity of the flag they fought under.—N.C. Daily News.

THE Shanghai Mercury this week out of its statements with regard to the loss of the *Kailashan* is another instance of the confusion of the Chinese system of bulkheads in steamers. Only the after hold was injured by the collision, and the sluices were all closed, so that the water could not penetrate the other compartments until it was over the main deck, and yet she sank in about 35 minutes after the collision. The total length of the steamer was 234 feet, beam 27 feet 6 inches, draught 9 feet 6 inches. The after hold was 78 feet long, and was loaded with a cargo of Japan wood, so that it would seem that the 186 feet that were uninjured ought to have kept the steamer afloat until she could be beached.

THE N. C. Daily News says:—We hear from Hongkong of the melancholy death of a student, named Charles Ma, by, belonging to H.M.S. *Leander*. It appears that he was on leave in Shanghai while the *Leander* was at Woumen, and in a public house in Hongkong called the "Travelers" put out his hand to put a small dog on a girl's knee. The dog snapped at him and scratched his hand. He then stooped down towards the dog and received a bite on the left side of the face, which drew blood. He said nothing about it when he returned on board, and his messmates had also forgotten it; but he was taken ill with hydrophobia on the 23rd ult., and died on the 25th, two months less two days after the bite.

THE Shanghai Courier says:—There was successfully launched this afternoon, 6th inst., from Messrs. Boyd and Co.'s yard, Footing, in the presence of a large number of prominent residents, the stern wheel sloop, *Kailashan*, destined to open the navigation of the Upper Yangtze. The vessel, 111 feet long, 16 feet beam, and 5 feet 6 inches draught, was built by Messrs. Boyd, MacLachlan, Paisley, who also furnished the engine. The whole was brought out here to Shanghai in pieces, and put together under the superintendence of Mr. Monk, who for this special purpose came out to Shanghai from home. The vessel's principal dimensions are—length, 103 feet; beam, 27 feet 6 inches; draught, 9 feet 6 inches. The machinery of the steamer, which is built of steel, was performed by Miss Little, daughter of Dr. Little. After the launch the guests repaired to one of the outhouses, where success to the steamer and the enterprise was drunk. Messrs. P. V. Grant, A. Little, and Hertz made appropriate little speeches.

## LOSS OF THE ISLA DE PANAY.

A telegram has been received in Hongkong to-day to the effect that the fine steamer *Isla de Panay* of the Del Campo line has been lost on the Spanish coast, while on her usual voyage out from Europe to Manila.

## THE LOSS OF THE LORNE.

We are informed by Messrs. Adamson, Bell & Co. that they have received a message from Honolulu that no news had been received there yet of the Captain and other Europeans missing from the *Lorne*. The vessel is sunk in over 20 fathoms. Two cutters' crews were safely landed, and the Captain's boat was seen afloat after the ship sunk. The gig was capsized and one Chinese drowned. It would appear that the boats were all got out, and that there were enough for all without using the dingy, which, however, was launched and was seen floating empty. All the officials over the Island have been informed, and it is hoped the Captain and those missing will yet turn up. Messrs. Adamson, Bell & Co. offered to send assistance, but they received a reply that it was not required.

## THE LOSS OF THE FORTIGNER.

SEVERAL PASSENGERS DROWNED. Five officers and seven seamen of the shipwrecked steamer *Fortigner* arrived here to-day by the *Ota* from Saigon. The Captain remained behind them in Saigon and is coming up, we believe, with the next French Mail steamer.

The *Fortigner* left Sourabaya on the 5th November with a cargo of sugar for Hongkong. On entering the China Sea she encountered very rough weather, which increased in violence, and about the 13th Nov., when the steamer was off the coast of Coochin China, it was blowing a stiff gale. The sea was running mountains high and was breaking over the vessel with great violence. The steamer laboured for four or five days in the trough of this heavy sea and suffered greatly. The steam steering gear and the stern wheel were carried away, and the vessel, despite all the men could do in baling out water, began to fill rapidly with water. The pumps were kept going as long as steam could be got, but all, as of no avail. During the night of the 17th, when in about Lat. 13, the condition of the vessel became so dangerous that it was evident the men must leave if they wished to save their lives. Accordingly all that night they worked with might and main baling out the vessel, and in the morning they prepared to lower the boats. Two of the boats had been broken by the sea, and another boat was smashed while it was being lowered owing to the Chinese passengers making a rush at it and breaking the davit. By this last accident a number of Chinese passengers lost their lives, and in all about 20 Chinese and one Manila seaman perished. Two boats were eventually lowered and in the 31 men, managed to reach themselves. For two days, before they left the vessel, no water and scarcely a bit of bread or meat could be got at on board the vessel. All that the men managed to take with them into the boat were a few tins of sweet biscuits which the passengers had along with them, but as no water was to be had this food was not very palatable, and some of the men preferred to wait, and the largest of the two boats had sails, and the other one was attached to it. The men steered their way as best they could for the Coochin China coast and after a most anxious search, reached land about 40 hours after they had left the *Fortigner*, which was seen to sink about 20 minutes after she was abandoned. During the whole of the two days the men were in the open boats they were drenched with the sea water which was breaking over the boats, and it was the most they could do, as the boats were so small, to keep the water under the boats, by baling out the water. As soon as they landed they saw to their great joy, as they were weary, that they quivered their burning thirst. They found a Company of French soldiers stationed at the place, who took care of them and gave them food and clothing, which they were so much in need of. After resting there for some time the shipwrecked men were escorted about 30 or 40 miles overland to the nearest support by 11 soldiers and a number of coolies laden with provisions. As this party was waiting for some time they found a French steamer which took them to Saigon in a few hours. The 5 officers and 7 seamen, as mentioned above, came on to Hongkong by the *Ota*, but the French had yet to endure other hardships, and were shipwrecked again. As full details with regard to the wreck of this vessel have not yet been obtained, it is impossible to say what their final fate may have been. All the Chinese passengers on board the *Fortigner*, with the exception of one, were drowned. Some of them were washed overboard, and, as stated, a number lost their lives while a boat was being lowered. The one who escaped with a broken leg, and one Manila man, but they lost all their clothes and effects, and one of the officers suffered so much from the privations and injuries he received that he has had to go into the Hospital. After Captain Brown's arrival an inquiry will doubtless be held into the circumstances connected with the loss of the vessel. The *Fortigner* was a British steamer of 543 tons.

THE ALLEGED NUISANCE AT EAST POINT. Mr. Mitchell-Innes heard further evidence at the Magistrate's day in the case in which Hon. J. Bell-Irving charges Mr. J. W. Croker with committing a breach of Ordinance 14 of 1845, section 2, paragraph 1, Ordinance 12 of 1856, section 12, and Ordinance 10 of 1872, section 9, by carrying on a noisy trade near a public road at Bowington. Mr. V. B. Deacon of Messrs. Wotton and Deacon appeared for the complainant, and Mr. Cressy Evans for the defendant.

Mr. Deacon said before Mr. Evans proceeded with the defence he should put in the evidence of two men who were with the prosecution with his Worship's permission. Mr. Evans said he understood that the case for the prosecution had been closed.

Mr. Deacon said there was nothing to prevent it being opened again in order to put in the evidence of somebody else. His Worship asked if the evidence was material. Mr. Deacon said it was material. One

of the witnesses, Mr. Chan Ahok, was a Government official, who had produced a copy of the licence granted for the premises in question, signed by the Surveyor General, which was given to Mr. Stephens, the then solicitor for Messrs. Jameson and Croker, when they applied for the place. This was most important, because, as he stated before, if they had held such a licence as had been granted, the case would have been closed at once. Mr. Chan Ahok said he had no doubt that the licence was valid, but it did not protect them under that section as he thought he would not have the slightest difficulty in proving—then he submitted the licence was of no value. Of course his Worship was entitled to hear any evidence he might think of in any inquiry—for it was really an inquiry and not a trial.

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## Intimations.

## SPECTACLES.

MR. N. LAZARUS, Oculist OPTICIAN, has arrived in Hongkong from Shanghai, and will remain a few days previous to his departure for Siam. Mr. LAZARUS will be pleased to see LADIES and GENTLEMEN requiring his Professional Assistance at the Honorable Hotel, Room 69.

Hongkong, November 29, 1887. 2326

WASHING BOOKS.  
(In English and Chinese.)  
WASHERMAN'S BOOKS, for use of Ladies and Gentlemen, can now be had at this Office. Price, 5c each.  
CHINA MAIL OFFICE.

## Insurance.

## NOTICE.

THE MAN ON INSURANCE COMPANY (LIMITED).

CAPITAL SUBSCRIBED.....\$1,000,000.

THE above Company is prepared to accept MARINE RISKS at Current Rates on Goods, etc. Policies granted on all parts of the World payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.

## HEAD OFFICE.

No. 2, QUEEN'S ROAD WEST.  
Hongkong, December 2, 1887. 2349

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

## Marine Department.

Policies at current rates, payable either here in London, or at the principal Ports of India, China and Australia.

## Fire Department.

Policies issued for long or short periods at current rates.

## Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,  
Agents.

Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON TUESDAY, the 13th December, at Noon, the Company's Steamship OXUS, Commandant GUINARD, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and deposited in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 12th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and values of Packages are required for further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, November 30, 1887. 2333

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bill of Lading for the principal places in RUSSIA.

ON MONDAY, the 26th day of December, 1887, at 4 p.m., the Company's Steamship BAYERN, Capt. R. S. Jones, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 24th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and values of Packages are required for further particulars, apply at the Company's Office.

MELCHERS & Co.,  
Agents.

Hongkong, November 23, 1887. 2330

## Mails.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF RODE JANEIRO will be despatched for San Francisco, via Yokohama, on SATURDAY, 10th December, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans, to Havre, Trinidad, and other ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—To San Francisco.....\$200.00 To San Francisco and return.....350.00 To Liverpool.....338.00 To London.....338.00 To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo issued to ports beyond San Francisco, in the United States, should be sent to the Company's Offices in Soledad Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency at the Company, No. 504, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, December 5, 1887. 2279

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship GAELIC will be despatched for San Francisco, via Yokohama, on TUESDAY, the 20th instant, at 3 p.m.

Connections being made at Yokohama and San Francisco with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fare granted as follows:—To San Francisco.....\$200.00 To San Francisco and return.....350.00 To Liverpool.....338.00 To London.....338.00 To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo issued to ports beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency at the Company, No. 504, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, December 2, 1887. 2343

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship PARTIELA, 3,277 Tons Register, ARNOLD, Commandant, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on FRIDAY, the 23rd December, at 3 p.m.

To be followed by S.S. AFRYSSINIA, on the 27th January, 1888, and S.S. BATAVIA, on the 29th February, 1888.

Connections will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—To Vancouver Mex.....\$160.00 To Vancouver and San Francisco.....175.00 To all common points in Can.....200.00 To London and the United States.....300.00 To Liverpool.....338.00 To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 22nd December.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,  
Agents.

Hongkong, November 26, 1887. 2305

## Intimations.

## THE CHINA REVIEW.

PUBLISHED BI-MONTHLY, FIFTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries on China and Japan," has reached its fourteenth volume. The Review discusses those topics which are uppermost in the minds of students of the Far East, and to which every intelligent person con- nected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new department has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the most recent works on such topics.

Original contributions are requested to "Editorial Office," China Review, care of China Mail Office, Hongkong.

The Notes and Queries are still continued, and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular Services, and also by the Missionary bodies among whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Bittel, Bretschneider, and Rith, Professor Legge, and Messrs Balfour, Watters, Giles, Phillips, MacIntyre, Groll, Jamieson, Faber, Kopsch, Farg, Pictet, Giles, Pison, and Taylor—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$5.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to. Address, "Manager, China Mail Office."

## OPINIONS OF THE PRESS.

"All our learned societies should subscribe to this scholarly and enterprising Review."—Northern Christian Advocate (U.S.).

"The China Review \*\*\* has an excellent table of contents."—Oriental Empire.

"The Publication always contains the results of observations made in the Far East and of interest to sojourners in the Empire."

"The Review contains several articles of interest and value."—North-China Herald.

"The China Review for September-October fully maintains the high standard of excellence which characterizes this publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Friesebe, on 'The Amount of Precipitation (Rain and Snow) of Peking,' showing the results of observations made by the Imperial Russian Observatory at Peking from 1841 to 1880. 'Notes on the Dutch Occupation of Formosa,' by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of 'The Chinese of Nan-Hua,' and the Notes and Queries are as usual very interesting."—North-China Daily News.

"A substantial and reliable Review which all students of China and the Chinese would do well to patronise."—Chrysanthemum.

"The November-December number of the China Review contains less variety than usual, but the few articles are of very interesting character."—The Openings by Mr. Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. Mr. E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr. E. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history.

A few short notices of New Books and a number of Notes and Queries, one of which is on "On Chinese Oath in Western Europe and Japan" might appropriately have been placed under a separate heading, complete the number."—H.K. Daily Press.

Trübner's Oriental Record contains the following notice of the China Review:—

"The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some what summary of public as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are so generally represented in the first number of the Review by papers highly creditable to their respective authors."

Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese post-stationer of the present century, by Mr. E. O. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, we are glad to notice that 'Notes and Queries' are continued, and a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to 'secure its continuance.'

Mr. Andrew Wind,

News Agent, &c.

21, PARK ROW, NEW YORK, is authorized to receive Subscriptions, Advertisements, &c. for the China Mail.

Overland China Mail and China Review.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, and these are the only of the Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the middle of the Harbour m.

Shipping of midway between each shore are marked a., in conjunction with the figures denoting the sections.

## Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Poddar's Wharf.
6. From Poddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to Kowloon Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchor apt.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Steamers.								
Amoy	3	c Kohler	Brit.	str.	815	Dec. 9	Siemssen & Co.	Shanghai
Arday	4	c Cook	Brit.	str.	1076	Dec. 9	c Yuen Fat Hong	Bangkok
Ashburne	10	Walker	Brit.	str.	1613	Dec. 9	c Butterfield & Swire	Laid up
Atholl	10	Comber	Brit.	str.	923	Oct. 21	Adamson, Bell & Co.	For sale
Canton	10	Premier	Brit.	str.	1111	Dec. 9	1 Jardine, Matheson & Co.	K'loon Do
Caribbrooke	3	c Cass	Brit.	str.	973	Dec. 7	Butterfield & Swire	To-morrow
Cebu	5	c Joon	Dutch	str.	1423	Dec. 9	3 Jardine, Matheson & Co.	To-morrow
Cebu	5	c Peace	Brit.	str.	1574	Dec. 9	1 Adamson, B. & Co.	To-morrow
Chalydra	5	c Haye	Ger.	str.	1091	Dec. 9	c Yuen Fat Hong	To-morrow
China	3	c Haye	Ger.	str.	796	Dec. 9	6 Melchers & Co.	To-morrow
Chow-chow-foo	3	c Vender	Amer.	str.	3584	Nov. 26	P. M. S. S. Co.	To-morrow
City of Rio de Janeiro	8	c Oulton	Brit.	str.	4304	Nov. 23	Jardine, Matheson & Co.	To-morrow
Crusader	8	c Nielsen	Brit.	str.	638	Dec. 6	Hon Tak	To-morrow
Dafu	8	c Homesworth	Brit.	str.	661	Dec. 6	A. R. Marty	To-morrow
Danube	6	c Houthoff	Dutch	str.	1184	Dec. 8	Jardine, Matheson & Co.	To-morrow
Deverhurst	6	c Hansen	Ger.	str.	754	Dec. 7	Edward Schellhaas & Co.	To-day
Fero	6	h Hall	Chi.	str.	674	Dec. 9	Douglas Steamship Co.	Amoy and Tamsui
Formosa	6	h Hall	Chi.	str.	1504	Dec. 9	C. M. S. N. Co.	Shanghai
Fushu	4	c Pearce	Brit.	str.	4304	Dec. 9	O. & O. S. S. Co.	San Francisco
Gaio	4	c Mackinlay	Brit.	str.	1399	Dec. 7	Jardine, Matheson & Co.	Kobe & Yokohama
Glenarthy	4	h Barrie	Brit.	str.	1122	Dec. 9	Douglas Steamship Co.	To-morrow
Haiphong	6	k Boura	Fren.	str.	779	Sept. 19	Douglas Steamship Co.	To-morrow
Ilissus	6	k Wells	Chi.	str.	1009	Dec. 9	10 B. N. H. Chan	For sale
Kwang Lee	5	c Nall	Ger.	str.	1211	Dec. 9	C. M. S. N. Co.	To-morrow
Lydia	5	c Duff	Brit.	str.	1104	Dec. 9	Siemssen & Co.	To-morrow
Octa	5	c Duff	Brit.	str.	1011	Dec. 9	Adamson, Bell & Co.	To-morrow
Phra Chom Klao	5	h Fowler	Brit.	str.	1011	Dec. 9	c Yuen Fat Hong	To-morrow
Pilot Fish	5	h Fowler	Brit.	tug	161	Sept. 27	H. K. & W. Dook Co.	To-morrow
Poseidon	3	c Steager	A-Hun	str.	2510	D. 6	A-Hungarian Lloyd S. N. Co.	To-morrow
Protos	3	c Sarsenen	Ger.	str.	1150	Nov. 16	Siemssen & Co.	To-morrow
Sau Gull	3	h O. Leubrich	Amer.	str.	48	Dec. 9	China Traders Insurance Co.	To-morrow
Triton	3	h Bleicken	Ger.	str.	1142	Dec. 7	Siemssen & Co.	To-morrow
Vorwarts	3	c Bruhn	Ger.	str.	612	Dec. 7	Wieler & Co.	To-morrow
Sailing Vessels.								
Alden Bease	3	c O'Brien	Amer.	bgs.	812	Dec. 9	Order	Laid up
Allie Rowe	3	p Phillips	Haw.	bgs.	812	June 9	Wieler & Co.	New York
Asia	3	c Anderson	Brit.	sh.	1389	Oct. 22	Arnholt, Karberg & Co.	Laid up
Blackadder	3	h Hore	Brit.	sh.	917	Oct. 13	Turner & Co.	Laid up
Bylgia	3	c Foss	Ger.	bgs.	630	Dec. 7	Wieler & Co.	Laid up
Dorotta	3	c Foss	Siam.	bgs.	300	Sept. 14	Chinese	Laid up
Dro	3	c Sorenson	Norw.	bgs.	1184	Nov. 29	Order	Laid up
Enrique	3	c Fernandez	Span.	bgs.	256	Nov. 22	Order	Laid up
John M. Blake	3	c Faulkner	Brit.	sh.	1778	Oct. 11	Borneo Co., Limited	Laid up
Kitty	3	h Laird	Brit.	bgs.	803	Aug. 20	Order	Laid up
Leander	3	c Hamilton	Brit.	bgs.	848	Nov. 16	Order	Laid up
Loong Wha	3	k Lord	Brit.	bgs.	373	Nov. 26	Edward Schellhaas & Co.	Laid up
Marianne	3	c Vallia	Brit.	bgs.	373	Nov. 26	Edward Schellhaas & Co.	Laid up
Nardoo	2	c Vallia	Brit.	bgs.	373	Nov. 26	Edward Schellhaas & Co.	Laid up
Rembrandt	9	c Paine	Amer.	sh.	1343	Nov. 10	Russell & Co.	Laid up
Sea Swallow	7	k Campbell	Brit.	bgs.	332	Dec. 4	Order	Laid up
Taraco	5	c Maher	Brit.	bgs.	567	Oct. 19	Chinese	Laid up
Yelosity	5	c Venero	Span.	bgs.	567	Oct. 19	Gomeses & Co.	Honolulu
Yelosity	5	c Martin	Brit.	bgs.	491	Oct. 19	Gomeses & Co.	Honolulu